



**MARITIME AND PORT AUTHORITY OF
SINGAPORE
SHIPPING CIRCULAR TO SHIP OWNERS
NO. 21 OF 2011**

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Applicable to: Applicable to: Shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships.

This circular is to inform shipowners, shipmanagers, shipping-agents, masters and officers of Singapore ships of the Merchant Shipping (Safety Convention)(Amendment) Regulations, 2011 which comes into effect on 1 January 2012.

**THE MERCHANT SHIPPING (SAFETY CONVENTION) (AMENDMENT)
REGULATIONS, 2011**

1. The Merchant Shipping (Safety Convention)(Amendment) Regulations, 2011 comes into effect on 1 January 2012. These Regulations put into effect the amendments to the regulations annexed to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) adopted by Resolutions MSC.290(87) and MSC.291(87).

Note: The resolutions adopted by MSC 87 are contained in [Shipping circular no. 12 of 2010](#).

**Overview of the Merchant Shipping (Safety Convention)(Amendment)
Regulations, 2011**

2. The significant changes brought about by the amendments are —
- (a) Goal-based Standards for new ship construction (GBS). The adoption of the GBS, for oil tankers and bulk carriers, meant that newly-constructed vessels of these ship types will have to comply with structural standards conforming to functional requirements developed and agreed by the MSC¹.

¹ See *International Goal-Based Ship Construction Standards for Bulk Carriers and Oil Tankers*, adopted by the Maritime Safety Committee by resolution MSC.287(87).

- (b) Corrosion protection of cargo oil tanks of crude oil tankers. The new SOLAS regulation requires cargo oil tanks on crude oil tankers and crude oil/product carriers to be protected against corrosion. This regulation makes the relevant performance standards² mandatory. While the date of entry into force of this requirement is 1 January 2012, the requirements are actually applicable to ships from 1 January 2013 onwards. The definition of “crude oil tanker” has been taken from the MARPOL Convention, as SOLAS currently does not have such a definition.
- (c) Gas measurement and detection. Currently, SOLAS requires oil tankers to be equipped with at least one portable instrument for measuring flammable vapour concentrations onboard. The amendment to SOLAS requires all oil tankers (new and existing) to be equipped with instruments also capable of measuring oxygen. Additionally, oil tankers of 20,000 tons deadweight and above, constructed on or after 1 January 2012, are to be provided with a fixed hydrocarbon gas detection system, complying with the Fire Safety Systems (FSS) Code, capable of measuring hydrocarbon gas concentrations in various ballast and cargo tanks and double-bottom spaces (see [Shipping circular no. 12 of 2010](#) – resolution MSC.292(87)).

3 Copies of the Merchant Shipping (Safety Convention)(Amendment) Regulations, 2011 (Government Gazette No. S 622/2011) may be purchased at:

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4 Any queries relating to this circular should be directed to Mr. Ong Hua Siong at tel No. 6375 6210.

CHEONG KENG SOON
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² *Performance standard for protective coatings for cargo oil tanks of crude oil tankers, or “PSPC”* adopted by the Maritime Safety Committee by resolution MSC.288(87).